

VALKYRIE SAFE IN PORT.

(Continued from First Page.)

on board. We were then in latitude 40° 19' N., long. 72° 33' W. This morning it was calm and clear, we sailed almost abreast the Highland Lights, when we were taken in tow by the tug *Charm*.

"We were just twenty-nine days, eighteen hours from Southampton, allowing six hours' run of time."

The hardest and shortest day's runs of Valkyrie's entire passage were since the Spain sighted her last Saturday.



CAPT. CHAPMAN.

(Master of the Valkyrie.)

From Aug. 24, when she passed between Scilly and Land's End until Sept. 1, she had light easterly winds. On Sept. 2 and 3 there were squalls from the westward and confused seas, with failing barometer, and on Sept. 4 they had to take the main boom off the topsail and put it in the topgallant. The next day it moderated a little, only to come out harder again on Sept. 7 from S. SW. when she was cross-reefed again. On Sept. 8 there were four hours of dense fog and a moderate breeze.

It was at 8 P.M., Sept. 11, that a hurricane struck Valkyrie. Under a close-reefed trysail she behaved wonderfully well in the mountainous sea which soon began to break over her. They set her "head reach" under the trysail. She shipped some very heavy seas about midnight, carrying away the stanchions and bending the tiller. None of the crew was hurt at this time. The barometer was down to 29.70.

The hurricane, which had been from the north, now veered to north-north-east, and blew harder than ever. With a report like that of a cannon the storm-jib was blown clean out of the bolt ropes.

The gale abated a little towards noon of Sept. 12, but the sea remained very high. The crew fixed the tiller and found that the gaff had unshipped at the jaws in the blow.

They had to run her before the wind to repair damage for awhile. Soon after

they signalled a steamer bound east, but received no answer.

The wind shifted to north-north-west and moderated, and there was fair weather until the 16th, when the yacht was close-reefed again. That was the day the Spain sighted her.

The yacht had not much food left on board, but she had plenty of water.

She will be docked as soon as possible.

As soon as Valkyrie was sighted at Sandy Hook, telegrams were sent to Designer Watson and H. Marshall Goss, the American representatives of Lord Dunraven. Valkyrie was owned Mr. Ross and Mr. Watson chartered the big White Star Pier 4, North River, at \$1,000, and went down to the Hudson.

The captain of the big *Charm* was very much of having rowed the British yacht into port, especially as he had to race with the big *Henry Haughton* to get her into the harbor first.

The *Charm* was a little nearer at the start and got there first.

In her races on the other side before she left for New York Valkyrie never carried more than 9,300 square feet of sail, and now she has 10,000 square feet in sail area to *Charm*.

Her lead keels weight about seventy-five tons, and she carries well forward, with a gradual rise from the bow to the stern, giving her a great grip on the water.

Cotton canvas was supplied by Cartwright & Company, the famous sail-makers of England. The commander is Scotchman Capt. William Cranfield, acknowledged to be the best racing skipper in the world.

Although in general appearance Valkyrie much resembles *Charm* the fast American racing boat, she is built for speed, and carries more sail area than *Charm*.

She has a large cabin, which the captain says that the sea came aboard over the quarter and smashed the blinds.

The yacht has plenty of room below for the members of the crew, who sleep in cots made of iron pipe and fitted with canvas. The cabin is also spacious, and the state-rooms allotted to the owner, guests and captain are very roomy and comfortable.

All the sailors are strong, hearty-looking Britons, none the worse for their passage across the ocean, and confident that their boat will win the race.

Speaking of the yacht's sailing, Phil Dennis Reardon, who is a good judge of boats, said:

"I have seen a great many fast yachts but I can tell you this one is not only fast, but she is quick in stays, and in fact in all her work. *Valkyrie* in my opinion will have no easy job to defeat her."

Valkyrie was designed by George L. Watson for the American Cup, and was built by the Messrs. Henderson on the Clyde. She sailed in twenty races before she left for New York, and was a credit to them. She is a sleek, well-built, painted black.

The principal dimensions of Valkyrie and *Vigilant*—the yacht that is to defend the America's Cup—will be:

Valkyrie, 100 ft. 6 in. beam, weight 132 tons, 124 ft. 12 in. 26.96 ft. 14.65 ft.

Vigilant was designed and built by

John Chapman, of the *Charm*.

While in the War

Mr. Wheeler, a man with a mustache, wearing a suit and tie. He is identified as the author of the article.

I was taken ill with spinal disease and chronic rheumatism. I want home and was confined to my bed unable to help myself for 22 months. After years of misery a compound mechanist advised me to go to New Haven, Conn., where I found Dr. W. H. Chapman, a hotbit and could quickly note a change for the better. After taking seven bottles I was well and have not since been troubled with old age.

Mr. Wheeler, a man with a mustache, wearing a suit and tie. He is identified as the author of the article.

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the Herreshoff Manufacturing Company, of Bristol, R. I., 150 ft. is owned by chief among them are C. Oliver Iselin, who has managed her in all her races, and Edwin D. Morgan, commodore of the New York Yacht Club.

VALKYRIE'S MANY RACES.

Where the Challenger Was Tuned Up to Meet Vigilant.

Lord Dunraven's crack cutter Valkyrie was designed by Mr. George L. Watson, who also designed the Prince of Wales' Britannia and was built on the Clyde for the Messrs. Henderson.

She was built by Mr. Watson.

Valkyrie is a steel ship of the most modern English type. She measures 100 feet on the water line, 102 feet over 200 feet beam in her draught, 140 to 150 tons displacement, and in the coming races for America's Cup will carry a sail spread of about four square miles.

July 6 Same club course, fifty miles, light breeze. Valkyrie won, Britannia third.

July 14 Royal Ulster Yacht Club regatta, course fifty miles, wind fresh.

July 21 Royal Clyde Corinthian Yacht Club race, course fifty miles, wind puffy.

July 23 Royal Clyde Corinthenian Yacht Club race, course fifty miles, wind fresh.

July 25 Royal Clyde Corinthenian Yacht Club race, course fifty miles, wind fresh.

July 27 Royal Clyde Corinthenian Yacht Club race, course fifty miles, wind fresh.

July 29 Royal Clyde Corinthenian Yacht Club race, course fifty miles, wind fresh.

July 31 Royal Clyde Corinthenian Yacht Club race, course fifty miles, wind fresh.

Aug. 2 Royal Yacht Squadron Regatta—Santana won, with Valkyrie second and Navasota third.

Aug. 4 Same race, for Queen's Cup.

Aug. 6 Royal Yacht Squadron Regatta—Santana won, with Valkyrie second and Navasota third.

Aug. 8 Same race, for Queen's Cup.

Aug. 10 Same race, for Queen's Cup.

Aug. 12 Same race, for Queen's Cup.

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